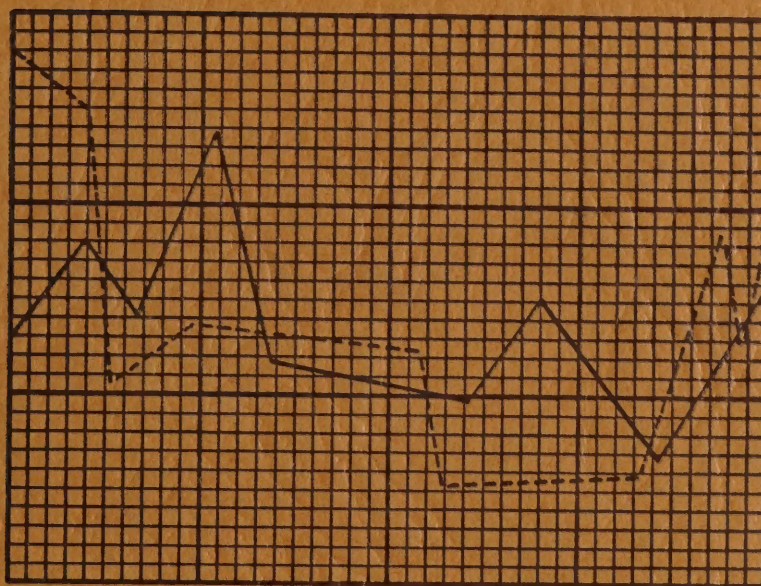


DOT-65  
Traffic

DOT

# TRAFFIC AND SAFETY

## STATISTICS



1965

NEW JERSEY

STATE HIGHWAY DEPARTMENT

PREPARED BY

BUREAU OF PLANNING AND TRAFFIC

IN COOPERATION WITH THE

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

NJ  
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5614.3  
N5  
N45  
1965  
c. 1







# SAFETY STATISTICS

## GARDEN STATE PARKWAY

YEAR	CAR MILES (ADD 000,000)	ACCIDENTS	NUMBER INJURIES	FATALITIES	RATE PER 100,000,000 CAR MILES		
					ACCIDENTS	INJURIES	FATALITIES
1955	809	471	411	10	58.2	50.8	1.24
1956	839	689	540	13	67.1	54.1	1.55
1957	948	946	561	19	65.1	38.9	2.00
1958	1072	959	603	15	64.1	40.3	1.00
1959	1212	1045	667	26	86.2	55.0	2.15
1960	1285	1114	632	13	86.7	49.2	1.01
1961	1355	1232	686	9	90.9	50.6	0.66
1962	1408	1291	646	20	91.7	45.9	1.42
1963	1430	1379	718	10	96.5	50.2	0.70



# UNITED STATES SAFETY STATISTICS

YEAR	FATALITIES	FATALITY RATE
1920	12,542	-
1921	13,939	-
1922	15,326	-
1923	18,394	-
1924	19,380	-
1925	21,877	19.0
1926	23,430	18.0
1927	25,796	17.7
1928	27,996	17.4
1929	31,215	17.3
1930	32,929	17.4
1931	33,675	17.0
1932	29,451	16.1
1933	31,363	17.1
1934	36,101	18.4
1935	36,369	17.4
1936	38,089	16.4
1937	39,643	15.9
1938	32,582	12.8
1939	32,386	12.0
1940	34,501	12.1
1941	39,969	12.7
1942	28,309	10.6
1943	23,823	11.4
1944	24,282	11.3
1945	28,076	11.3



# UNION STATE BARNY STATISTICS

YEAR	PATALLIES	PATALLTY RATE
1900	15,245	-
1901	13,729	-
1902	12,129	-
1903	16,314	-
1904	12,369	-
1905	21,727	29.0
1906	22,408	28.6
1907	22,728	27.3
1908	21,785	25.1
1909	21,212	23.3
1910	21,729	25.4
1911	22,612	27.2
1912	22,421	26.1
1913	21,268	23.7
1914	21,101	23.4
1915	20,789	22.9
1916	20,228	22.4
1917	20,625	22.2
1918	21,202	22.8
1919	22,222	23.6
1920	22,201	23.1
1921	22,722	23.3
1922	22,202	22.8
1923	22,222	22.8
1924	22,222	22.8
1925	22,222	22.8
1926	22,222	22.8
1927	22,222	22.8
1928	22,222	22.8
1929	22,222	22.8
1930	22,222	22.8

SAFETY STATISTICS  
NEW JERSEY TURNPIKE

YEAR	CAR MILES (ADD 000,000)	ACCIDENTS	NUMBER INJURIES	FATALITIES	RATE PER 100,000,000 CAR MILES		
					ACCIDENTS	INJURIES	FATALITIES
1952	766	1007	851	47	131.49	111.13	6.14
1953	869	896	681	36	103.15	78.40	4.14
1954	927	946	533	23	102.01	57.47	2.48
1955	940	674	722	25	71.6	76.7	2.76
1956	1064	1009	588	18	97.3	54.9	2.34
1957	1200	1045	798	20	86.6	66.1	1.99
1958	1233	1004	708	24	81.0	57.1	2.42
1959	1344	1053	817	15	78.0	60.5	1.48
1960	1415	1020	749	22	71.8	52.7	1.62
1961	1472	1320	989	16	89.3	66.9	1.42
1962	1561	1407	1160	26	89.8	74.0	2.17
1963	1611	1329	994	21	82.2	61.5	2.10

# SAFETY STATISTICS NEW JERSEY TURNPIKE

YEAR	TOTAL MILES TRAVELLED	ACCIDENTS	DEATHS	INJURIES	PROPERTY DAMAGE	RATE PER MILLION CAR MILES
1952	1,000	100	10	100	100	10.0
1953	1,050	105	10	105	105	10.5
1954	1,100	110	11	110	110	11.0
1955	1,150	115	11	115	115	11.5
1956	1,200	120	12	120	120	12.0
1957	1,250	125	12	125	125	12.5
1958	1,300	130	13	130	130	13.0
1959	1,350	135	13	135	135	13.5
1960	1,400	140	14	140	140	14.0
1961	1,450	145	14	145	145	14.5
1962	1,500	150	15	150	150	15.0
1963	1,550	155	15	155	155	15.5
1964	1,600	160	16	160	160	16.0
1965	1,650	165	16	165	165	16.5
1966	1,700	170	17	170	170	17.0
1967	1,750	175	17	175	175	17.5
1968	1,800	180	18	180	180	18.0
1969	1,850	185	18	185	185	18.5
1970	1,900	190	19	190	190	19.0
1971	1,950	195	19	195	195	19.5
1972	2,000	200	20	200	200	20.0



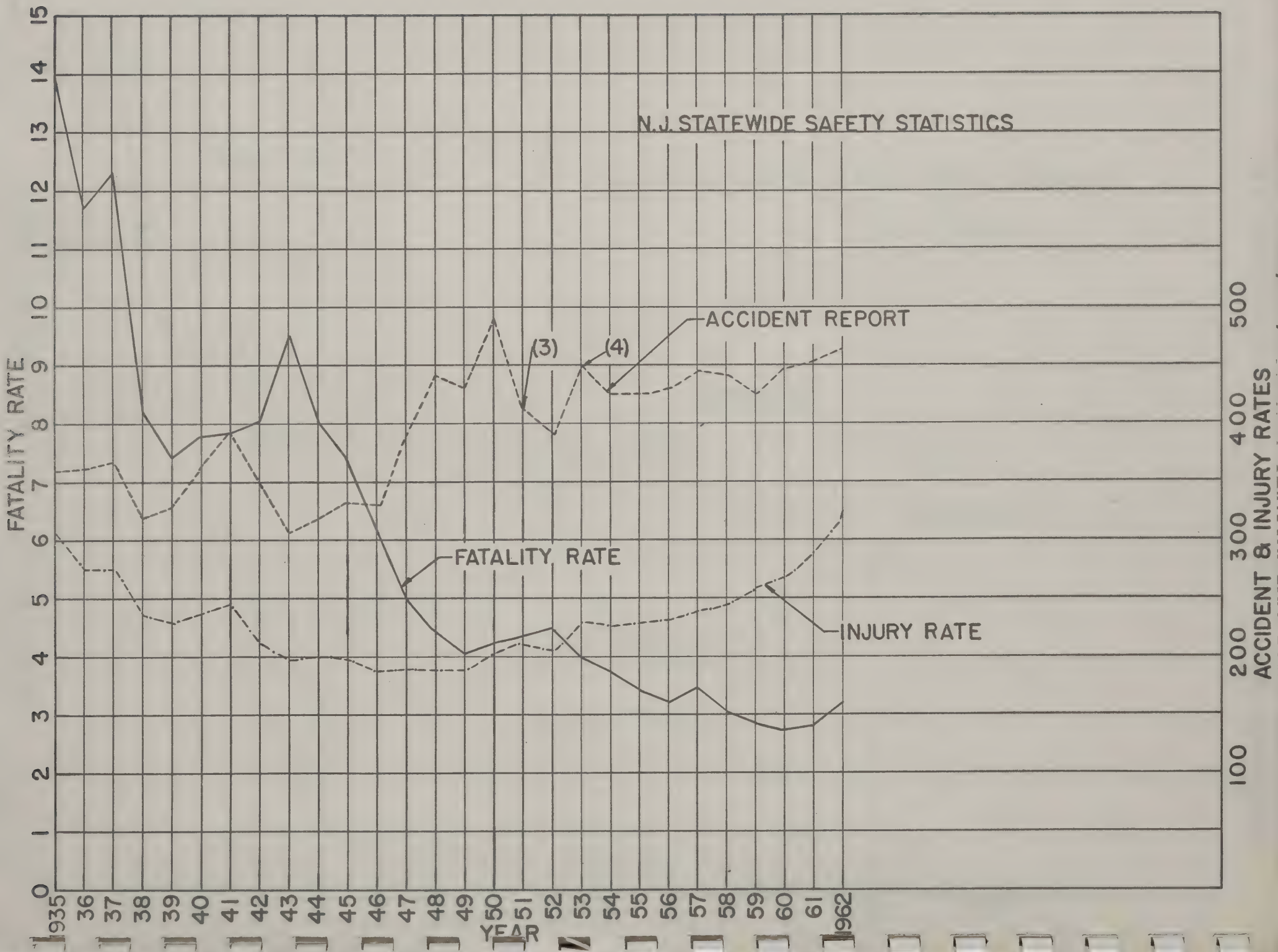
# UNITED STATES SAFETY STATISTICS (CONT'D)

YEAR	FATALITIES	FATALITY RATE
1946	33,411	9.8
1947	32,697	8.8
1948	32,259	8.1
1949	31,701	7.5
1950	34,763	7.6
1951	36,996	7.5
1952	37,794	7.4
1953	37,955	7.0
1954	35,586	6.3
1955	38,426	6.4
1956	39,628	6.3
1957	38,702	6.0
1958	36,981	5.6
1959	37,910	5.4
1960	38,137	5.3
1961	38,091	5.2
1962	40,900	5.3

# UNITED STATES METEOROLOGICAL SERVICE (CONT'D)

YEAR	PRECIPITATION	PRECIPITATION
1900	27.91	4.0
1901	27.91	4.0
1902	28.51	4.1
1903	27.91	4.1
1904	27.91	4.1
1905	27.91	4.1
1906	27.91	4.1
1907	27.91	4.1
1908	27.91	4.1
1909	27.91	4.1
1910	27.91	4.1
1911	27.91	4.1
1912	27.91	4.1
1913	27.91	4.1
1914	27.91	4.1
1915	27.91	4.1
1916	27.91	4.1
1917	27.91	4.1
1918	27.91	4.1
1919	27.91	4.1
1920	27.91	4.1
1921	27.91	4.1
1922	27.91	4.1
1923	27.91	4.1
1924	27.91	4.1
1925	27.91	4.1
1926	27.91	4.1
1927	27.91	4.1
1928	27.91	4.1
1929	27.91	4.1
1930	27.91	4.1
1931	27.91	4.1
1932	27.91	4.1
1933	27.91	4.1
1934	27.91	4.1
1935	27.91	4.1
1936	27.91	4.1
1937	27.91	4.1
1938	27.91	4.1
1939	27.91	4.1
1940	27.91	4.1
1941	27.91	4.1
1942	27.91	4.1
1943	27.91	4.1
1944	27.91	4.1
1945	27.91	4.1
1946	27.91	4.1
1947	27.91	4.1
1948	27.91	4.1
1949	27.91	4.1
1950	27.91	4.1
1951	27.91	4.1
1952	27.91	4.1
1953	27.91	4.1
1954	27.91	4.1
1955	27.91	4.1
1956	27.91	4.1
1957	27.91	4.1
1958	27.91	4.1
1959	27.91	4.1
1960	27.91	4.1
1961	27.91	4.1
1962	27.91	4.1
1963	27.91	4.1
1964	27.91	4.1
1965	27.91	4.1
1966	27.91	4.1
1967	27.91	4.1
1968	27.91	4.1
1969	27.91	4.1
1970	27.91	4.1
1971	27.91	4.1
1972	27.91	4.1
1973	27.91	4.1
1974	27.91	4.1
1975	27.91	4.1
1976	27.91	4.1
1977	27.91	4.1
1978	27.91	4.1
1979	27.91	4.1
1980	27.91	4.1
1981	27.91	4.1
1982	27.91	4.1
1983	27.91	4.1
1984	27.91	4.1
1985	27.91	4.1
1986	27.91	4.1
1987	27.91	4.1
1988	27.91	4.1
1989	27.91	4.1
1990	27.91	4.1
1991	27.91	4.1
1992	27.91	4.1
1993	27.91	4.1
1994	27.91	4.1
1995	27.91	4.1
1996	27.91	4.1
1997	27.91	4.1
1998	27.91	4.1
1999	27.91	4.1
2000	27.91	4.1









FATALITIES PER 100,000,000 CAR MILES

1935 36 38 40 42 44 46 48 50 52 54 56 58 60 62 63

YEARS

FATALITIES

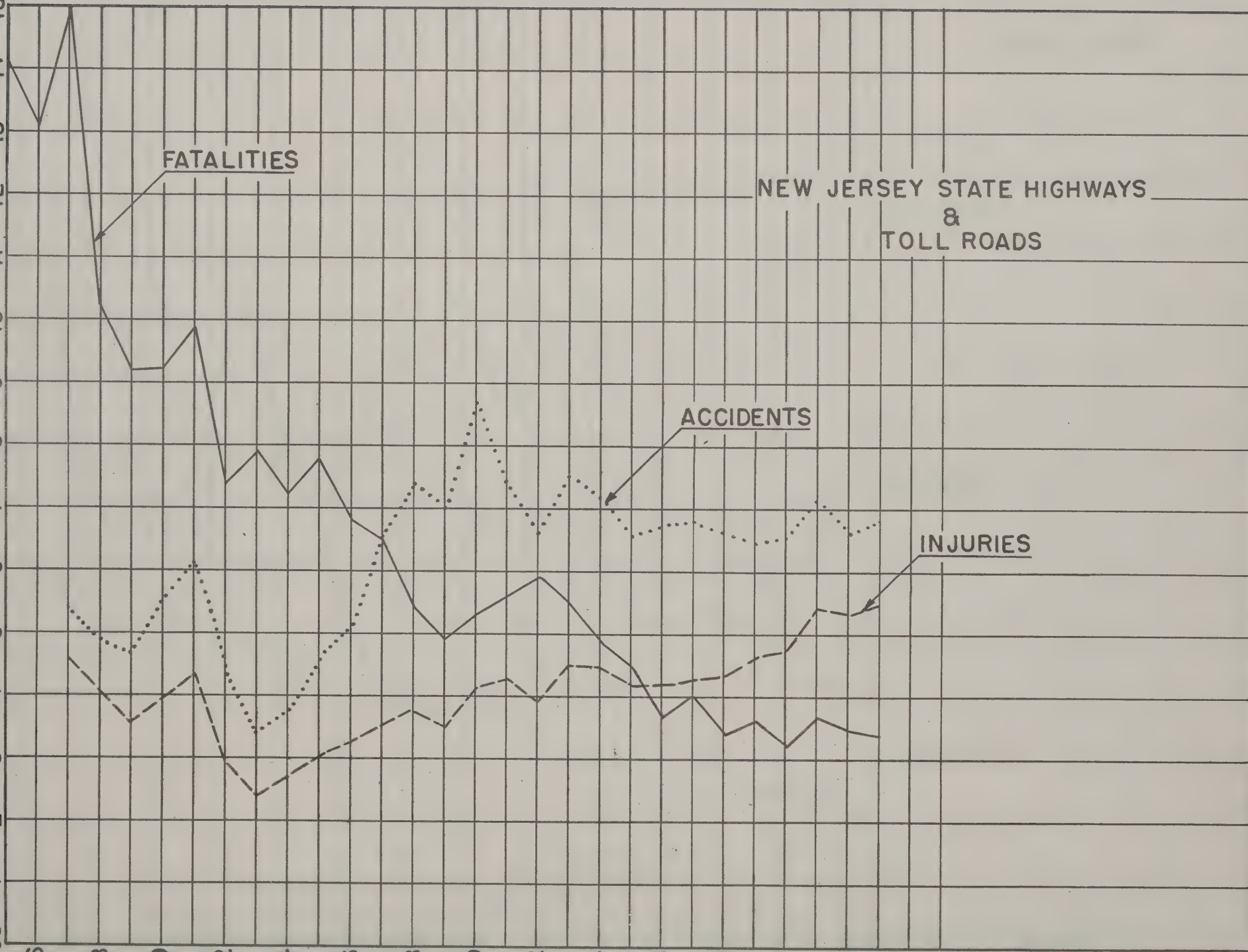
NEW JERSEY STATE HIGHWAYS  
&  
TOLL ROADS

ACCIDENTS

INJURIES

ACCIDENTS AND INJURIES PER 100,000,000 CAR MILES

100 200 300 400 500







FATALITIES PER 100,000,000 CAR MILES

1935

36

38

40

42

44

46

48

50

52

54

56

58

60

62

63

YEARS

LOCAL ROADS

ACCIDENTS

INJURIES

FATALITIES

ACCIDENTS AND INJURIES PER 100,000,000 CAR MILES

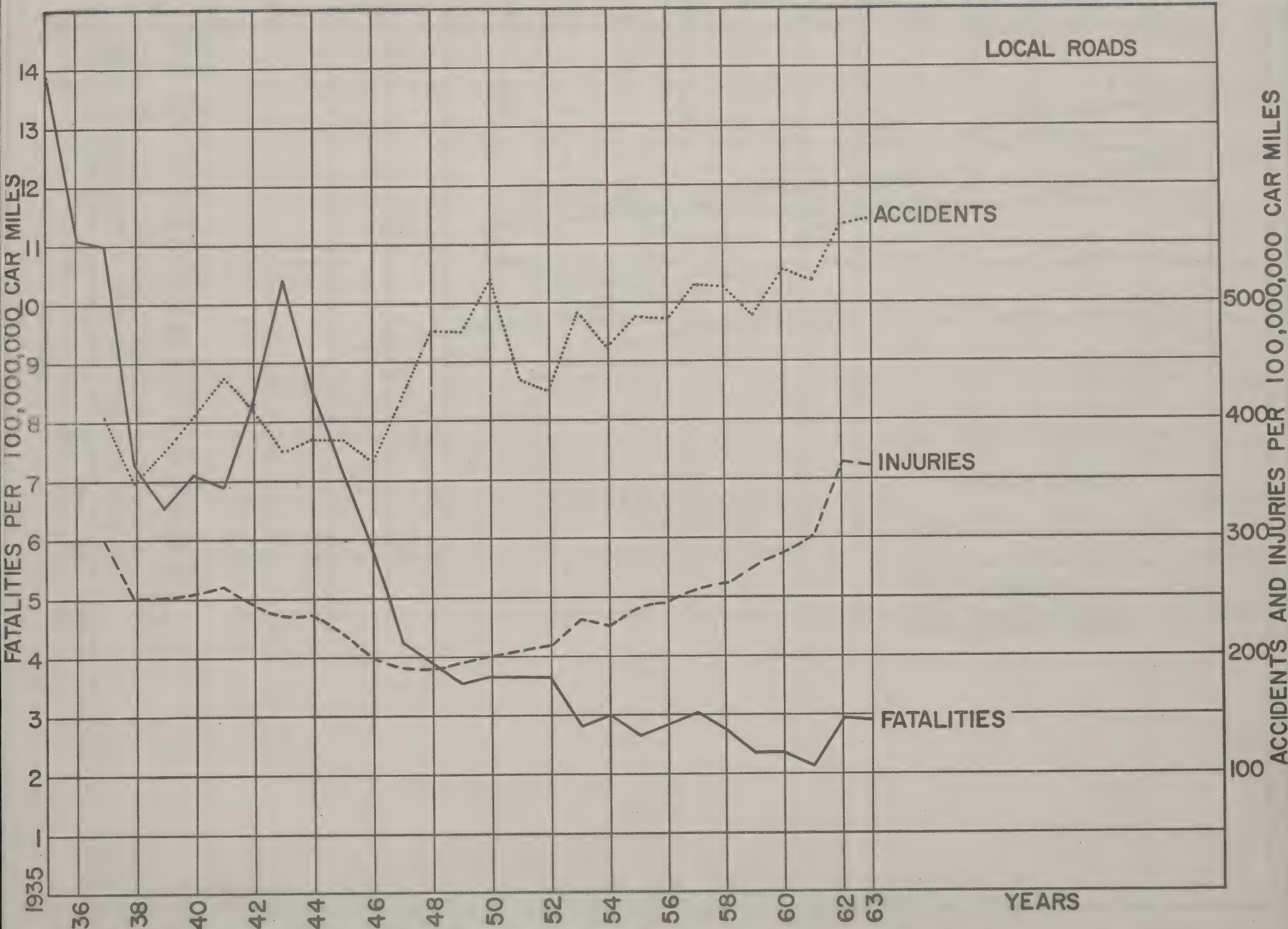
500

400

300

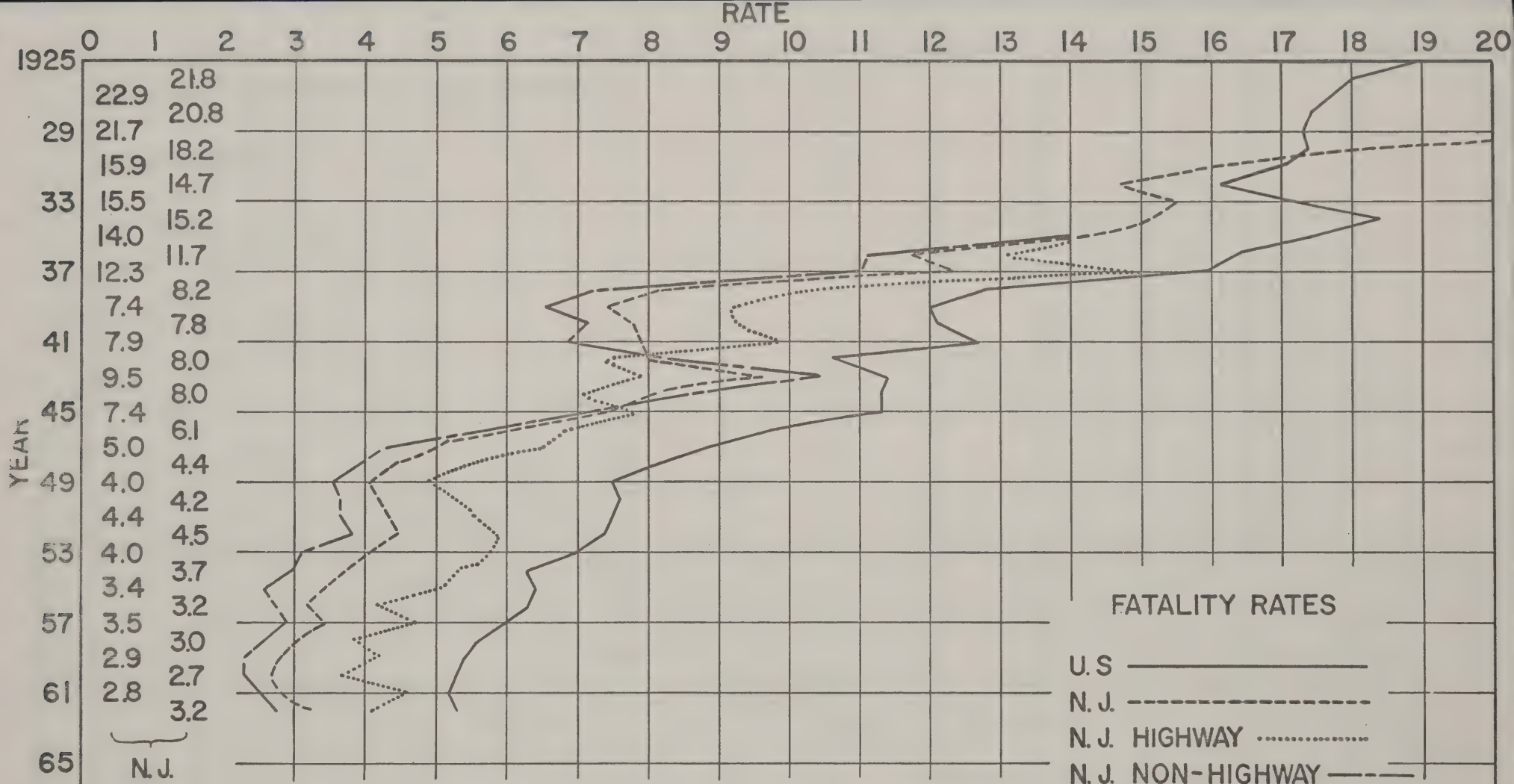
200

100



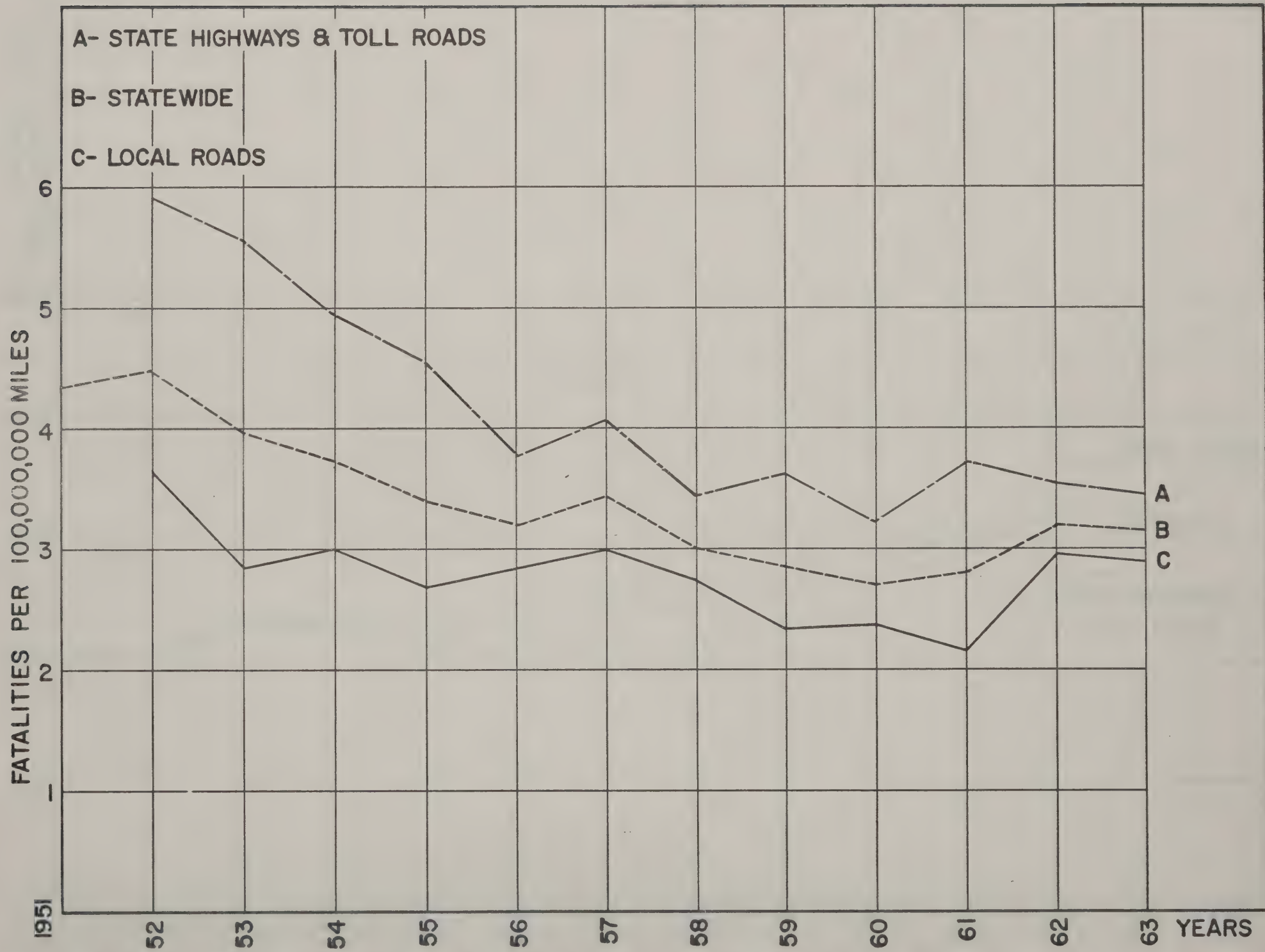






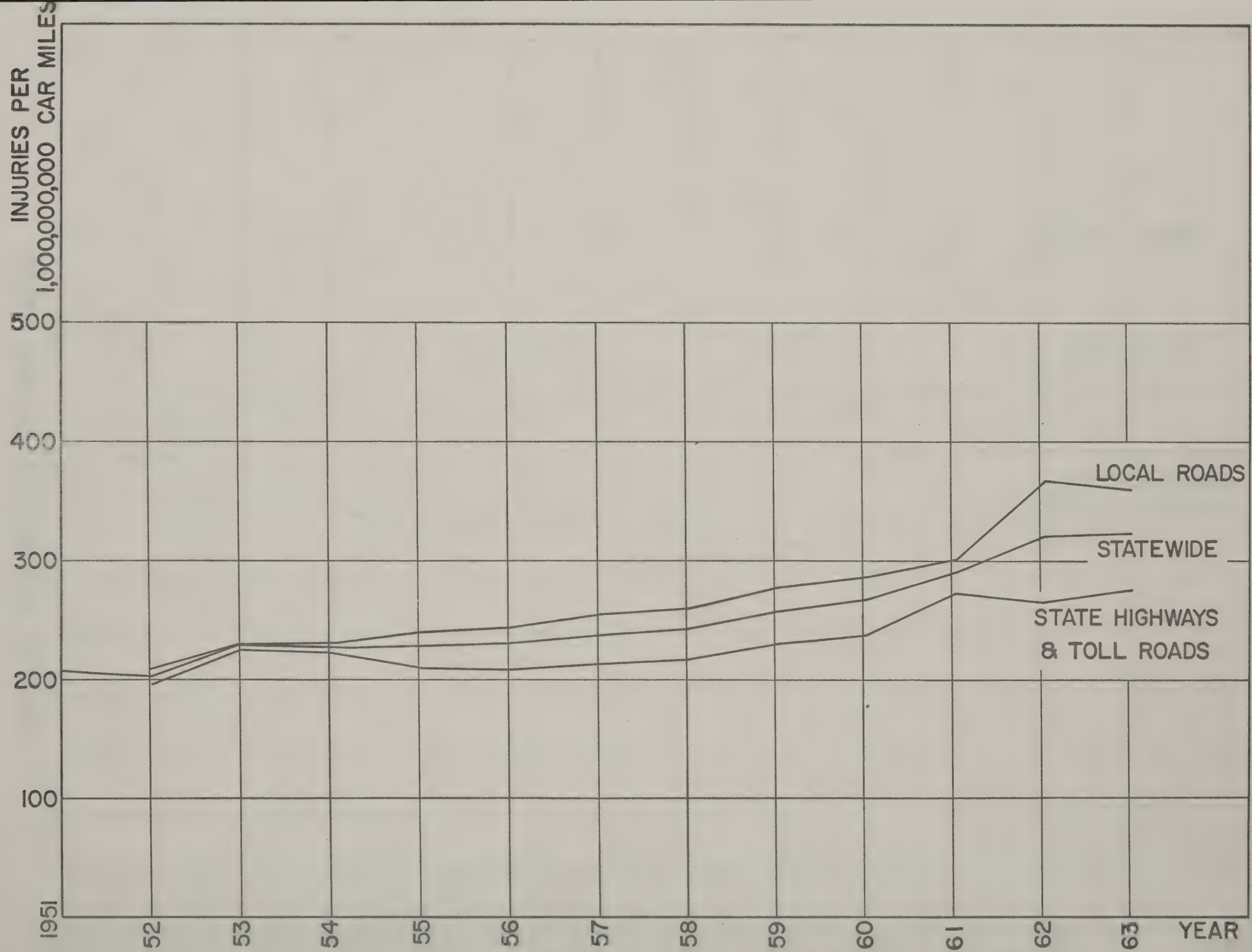
















ACCIDENTS PER 100,000,000 CAR MILES

500

400

300

200

100

0

1951

52

53

54

55

56

57

58

59

60

61

62

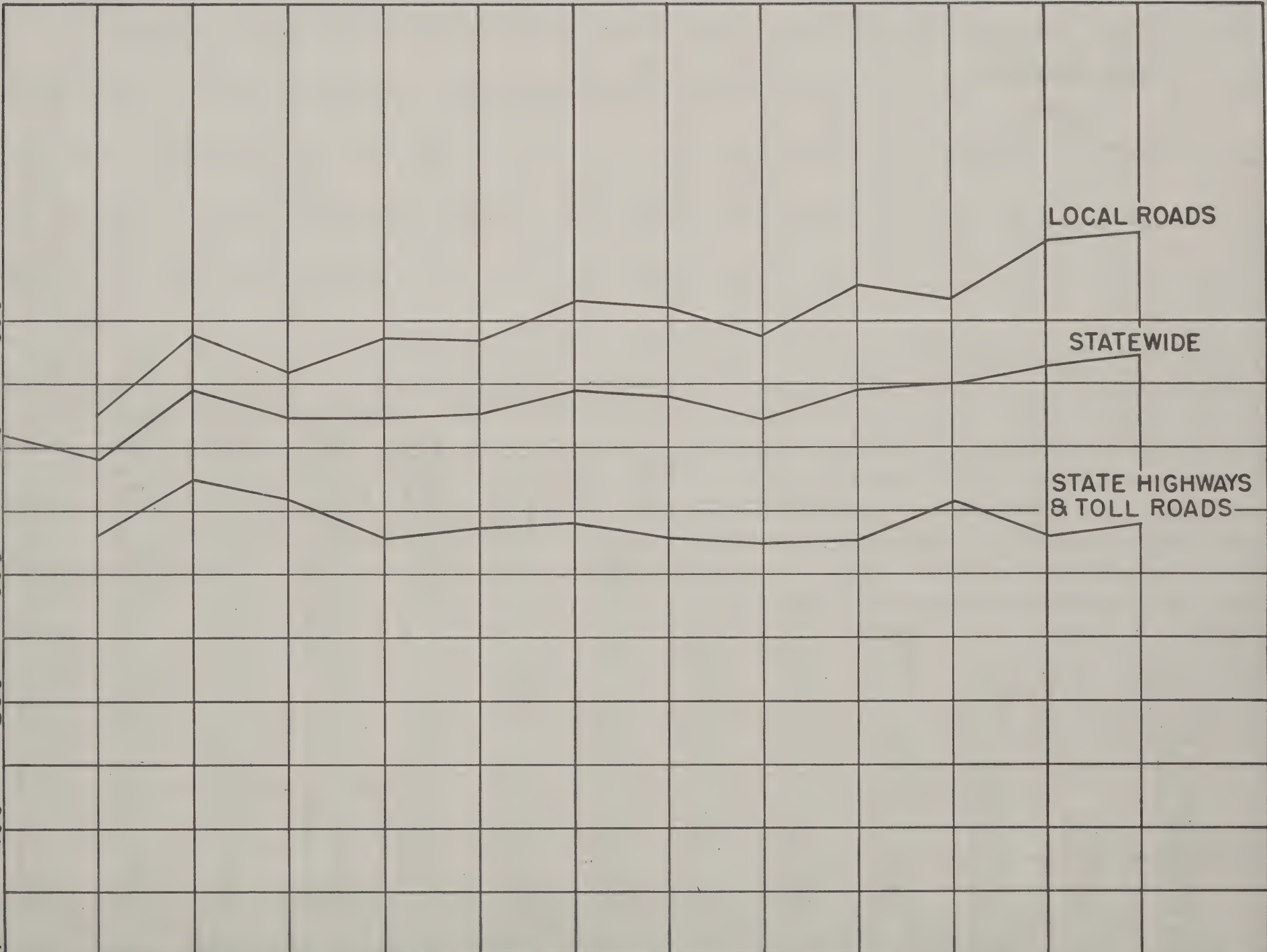
63

YEARS

LOCAL ROADS

STATEWIDE

STATE HIGHWAYS  
& TOLL ROADS





FIGURES IN  
THOUSANDS

15

10

5

4

3

2

1

0

AVERAGE ADT

1962

(FEDERAL AID PRIMARY)

N.J.

CONN.

MASS.

MD.

R.I.

CALIF.

DEL.

PA.

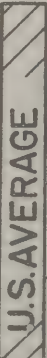
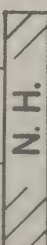
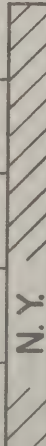
MICH.

HAWAII

N.Y.

N.H.

U.S.AVERAGE







REGISTERED CARS  
PER MILE OF ROAD

CARS PER MILE OF ROAD

100

90

80

70

60

50

40

30

20

10

0

RHODE ISLAND

HAWAII

N. J.

MASS.

CONN.

CALIF.

MD.

N. Y.

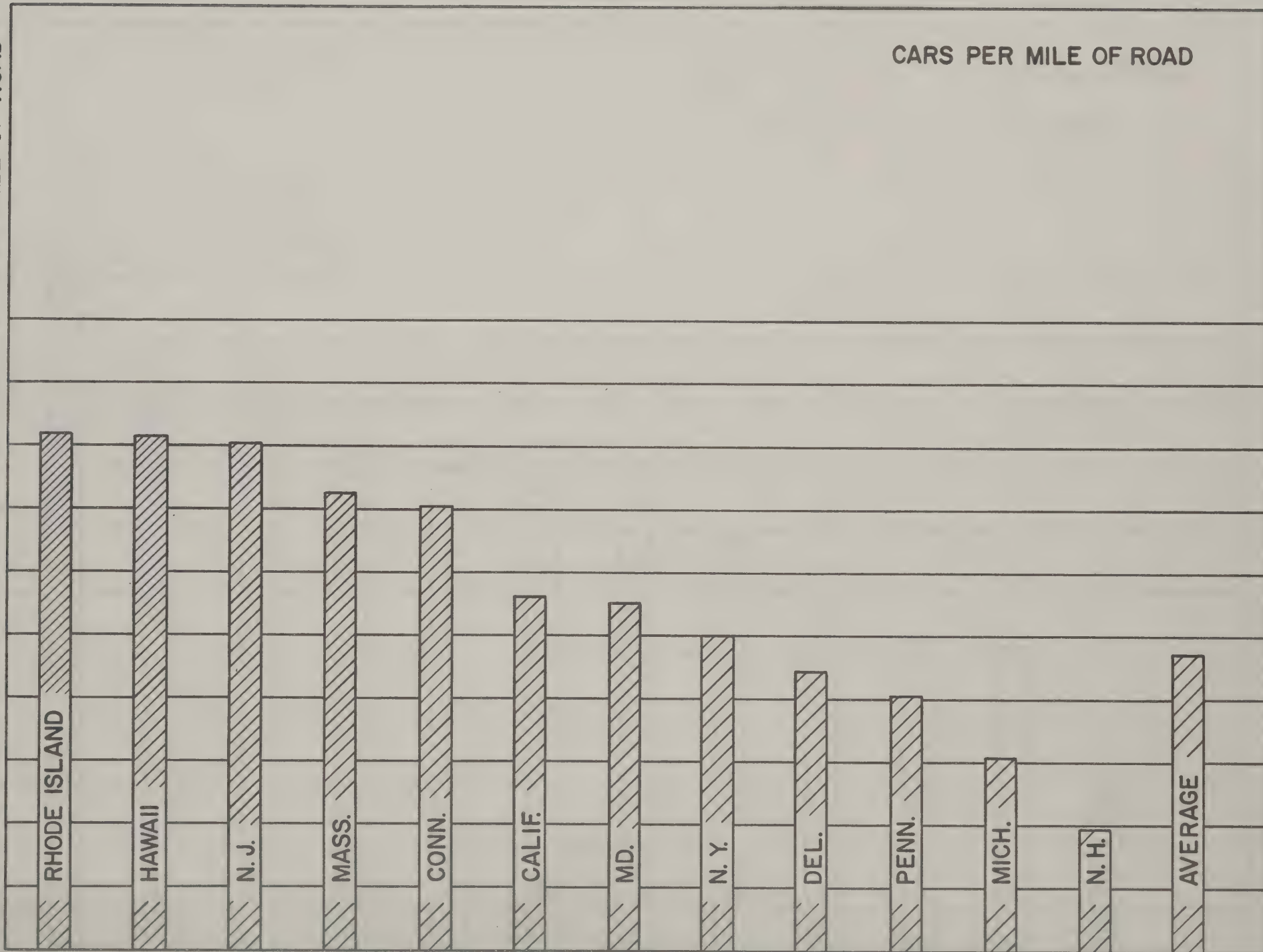
DEL.

PENN.

MICH.

N. H.

AVERAGE



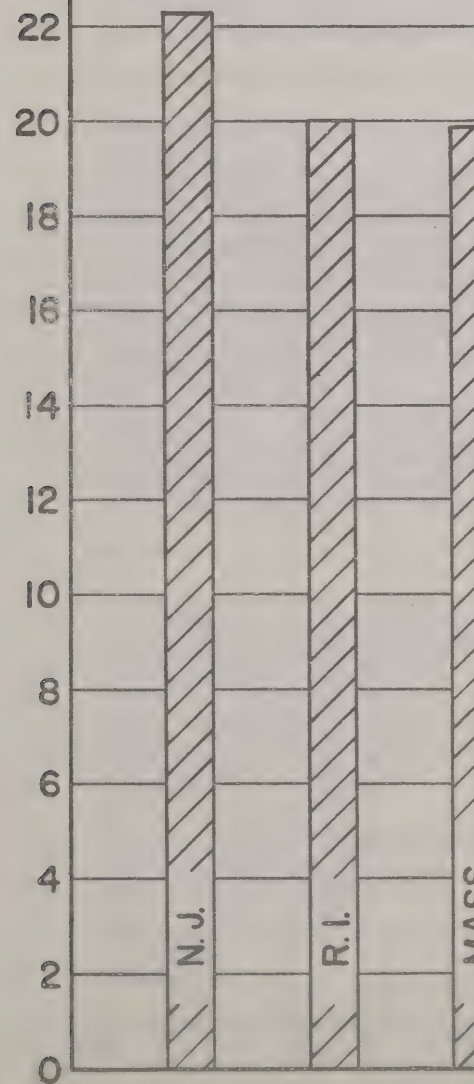




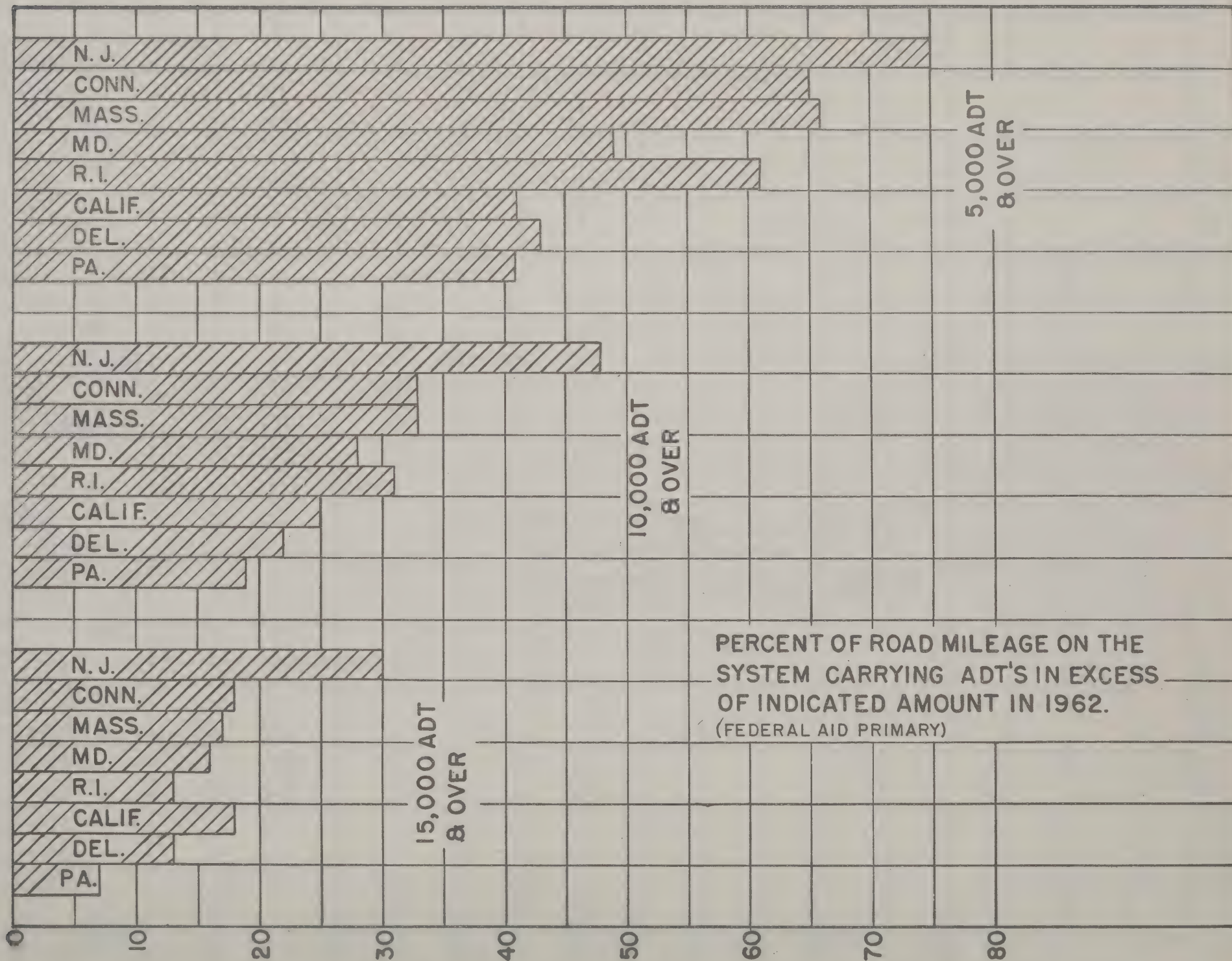
NUMBERS  
IN HUNDREDS

ADT ALL ROADS

1962

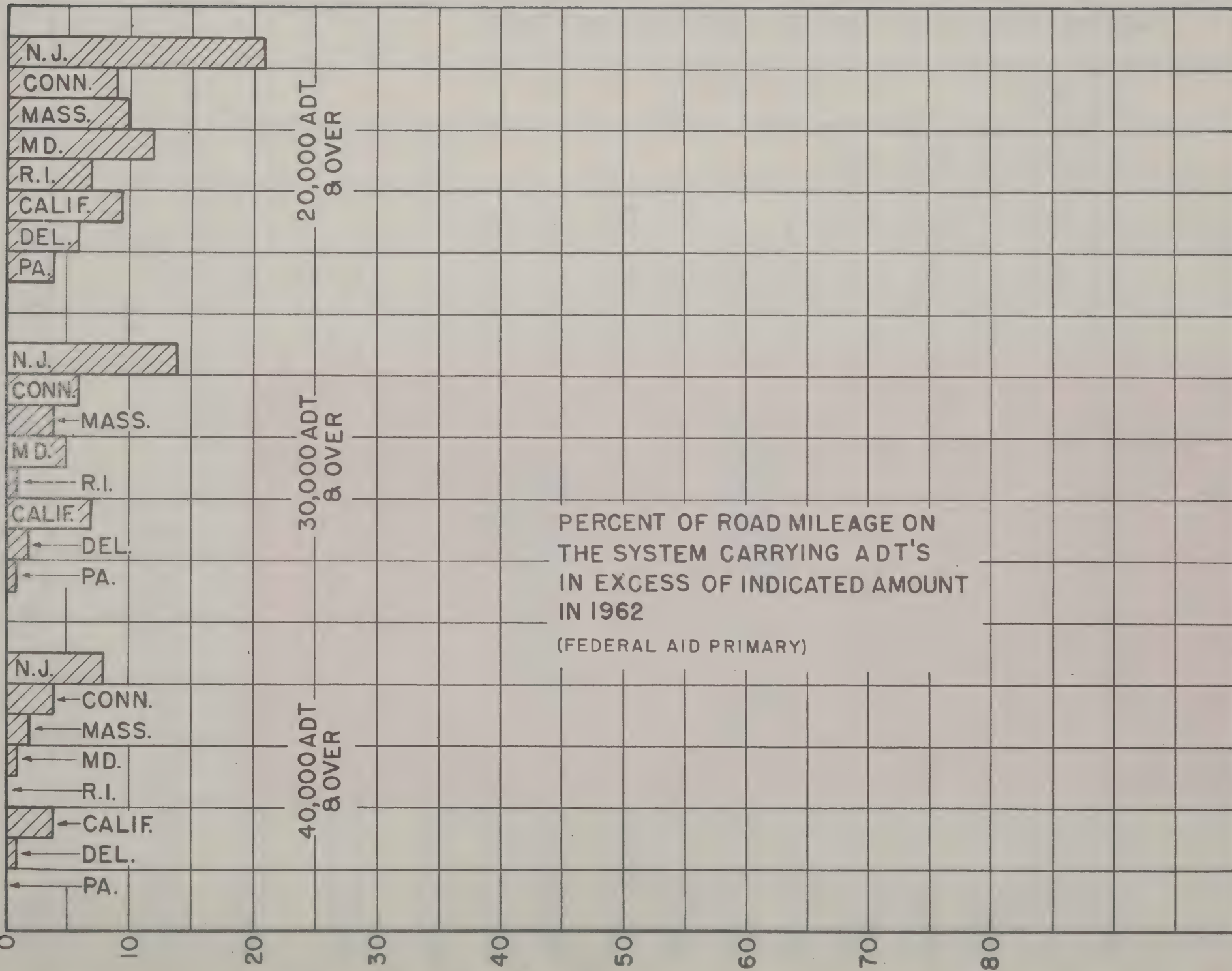












PERCENT OF ROAD MILEAGE ON  
THE SYSTEM CARRYING ADT'S  
IN EXCESS OF INDICATED AMOUNT  
IN 1962

(FEDERAL AID PRIMARY)





# **NO MORE FEDERAL BUREAU OF ROADS MONEY AFTER JULY 1**

**UNLESS, all municipal and county governments in urban areas are formally participating in transportation planning.**

**New Jersey State Highway Department  
1035 Parkway Avenue, Trenton, N. J.**

# NO MORE FEDERAL BUREAU OF ROADS MONEY AFTER JULY 1 — UNLESS

The Federal Government, through its Federal-Aid Highway Act of 1962, states very clearly, that if highway departments cannot furnish written evidence that counties and municipalities within legally defined urban areas are in a CONTINUING, COMPREHENSIVE, COOPERATIVE, transportation planning process by July 1, 1965, federal highway money will be cut off for all new federal aid highway projects.

The ruling is spelled out in Federal Instructional Memorandum 50-2-63, issued by the Bureau of Public Roads, U. S. Department of Commerce.

## SUBJECT: URBAN TRANSPORTATION PLANNING

"Section 9 of the Federal-Aid Highway Act of 1962 approved October 23, 1962, amended Chapter 1 of title 23, United States Code by the addition of a new section 134 which reads as follows:

"It is declared to be in the national interest to encourage and promote the development of transportation systems embracing various modes of transport in a manner that will serve the States and local communities efficiently and effectively. To accomplish this objective the Secretary shall cooperate with the States, as authorized in this title, in the development of long-range highway plans and programs which are properly coordinated with plans for improvements in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas of more than fifty thousand population.

*"After July 1, 1965, the Secretary shall not approve under section 105 of this title any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities in conformance with the objectives stated in this section."*

## **URBAN AREAS INCLUDED:**

### **Northeast**

The northeast transportation study area: Bergen, Passaic, Morris, Essex, Hudson, Somerset, Union, Middlesex, and Monmouth Counties, part of Mercer County—and all 249 municipalities in the study area.

### **Central**

Parts of Mercer, Burlington, Camden and Gloucester Counties — and all 83 municipalities in the study area.

### **Southeast**

Seashore areas in the vicinity of Atlantic City and Ocean City in Atlantic and Cape May Counties—and all 12 municipalities in the study area.

### **Southwest**

Salem County in the Salem-Penns Grove area — and the three municipalities in the study area.

## **Who Finances the Study?**

Federal and State Governments.

## **Must any concessions be made by participating counties and municipalities?**

They will not be required to concede or alter their present powers and prerogatives.

## **Areas of Study Are:**

1. Population
2. Land use
3. Economic factors affecting development
4. Transportation facilities including those for mass transportation
5. Travel patterns
6. Terminal and transfer facilities
7. Traffic control features
8. Zoning ordinances, subdivision regulations, building codes, etc.
9. Financial resources
10. Social and community-value factors, such as, preservation of open space, parks and recreational facilities; preservation of historical sites and buildings; environmental amenities; and aesthetics.



## Key Word — Comprehensive

The comprehensive character of the planning process requires economic, population and land use elements. The process also requires that estimates be made of the future demands for all modes of transportation both public and private for both persons and goods; that terminal and transfer facilities and traffic control systems be included in the inventories and analyses; and, that the entire area within which the forces of development are interrelated and which is expected to be urbanized within the forecast period, be included.

## Key Word — Continuing

The maintaining of current data on land use, travel and transportation and related facilities by staff at State or local level to provide for updating of the transportation plan as conditions change from those initially analyzed and forecasted.

## Key Word — Cooperative

The establishment of a formal procedure — supported by a written memorandum of understanding—between the State Highway Department and the governing bodies of the local communities for carrying out the planning decisions are reflective of and responsive to both the programs of the State Highway Department and the needs and desires of the local communities.

*The State Highway Department will be expected to show by suitable evidence that scrupulous efforts have been made to carry out the intent of the Act with respect to cooperative action by all political subdivisions. If there is an unwillingness on the part of a local political unit within the entire urban area to participate in the transportation planning process in such area, a determination shall be made as to whether the percentage of the urban area affected is such as to negate an effective planning process for the whole area.*

## **Mutual Cooperation Essential To Keep Federal Money Coming**

You will be receiving very shortly a copy of the Highway Department's "Memorandum of Understanding" for your official signature. This memorandum does not bind you to any financial commitment nor does it remove or diminish your governmental powers. The memorandum sets forth in general that you will agree to provide information required in the urban study areas that is within your province to provide, and that you will receive information from other vertical governments that will aid you in your planning and operation. In other words, it arranges for a free flow of information and data up and down the line.

### **Your Contact**

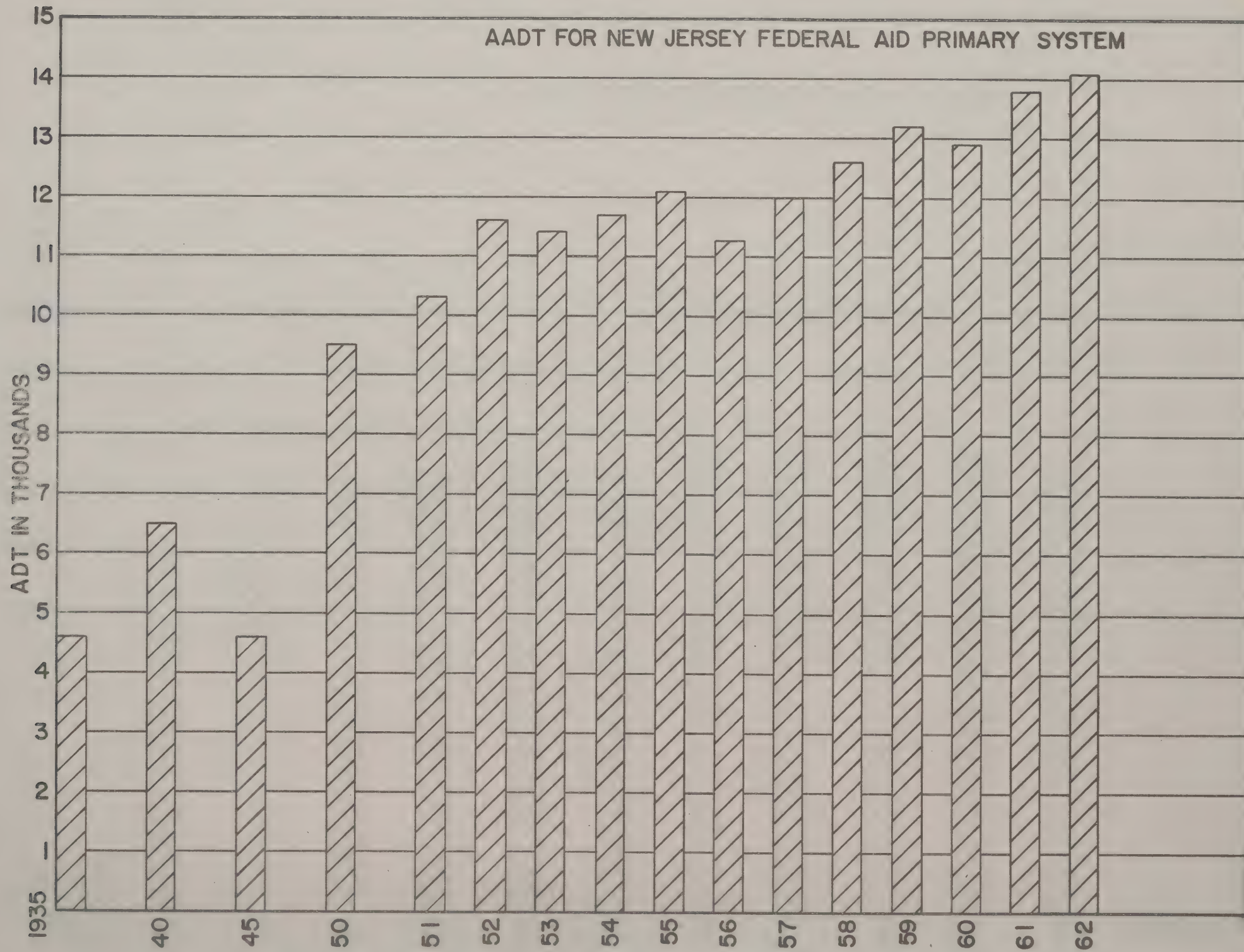
If you have any questions, please direct them to the Supervising Engineer, Bureau of Planning and Traffic, New Jersey State Highway Department, 1035 Parkway Avenue, Trenton, N. J.

BUREAU OF PUBLIC INFORMATION  
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Avenue - Trenton, New Jersey, 08625

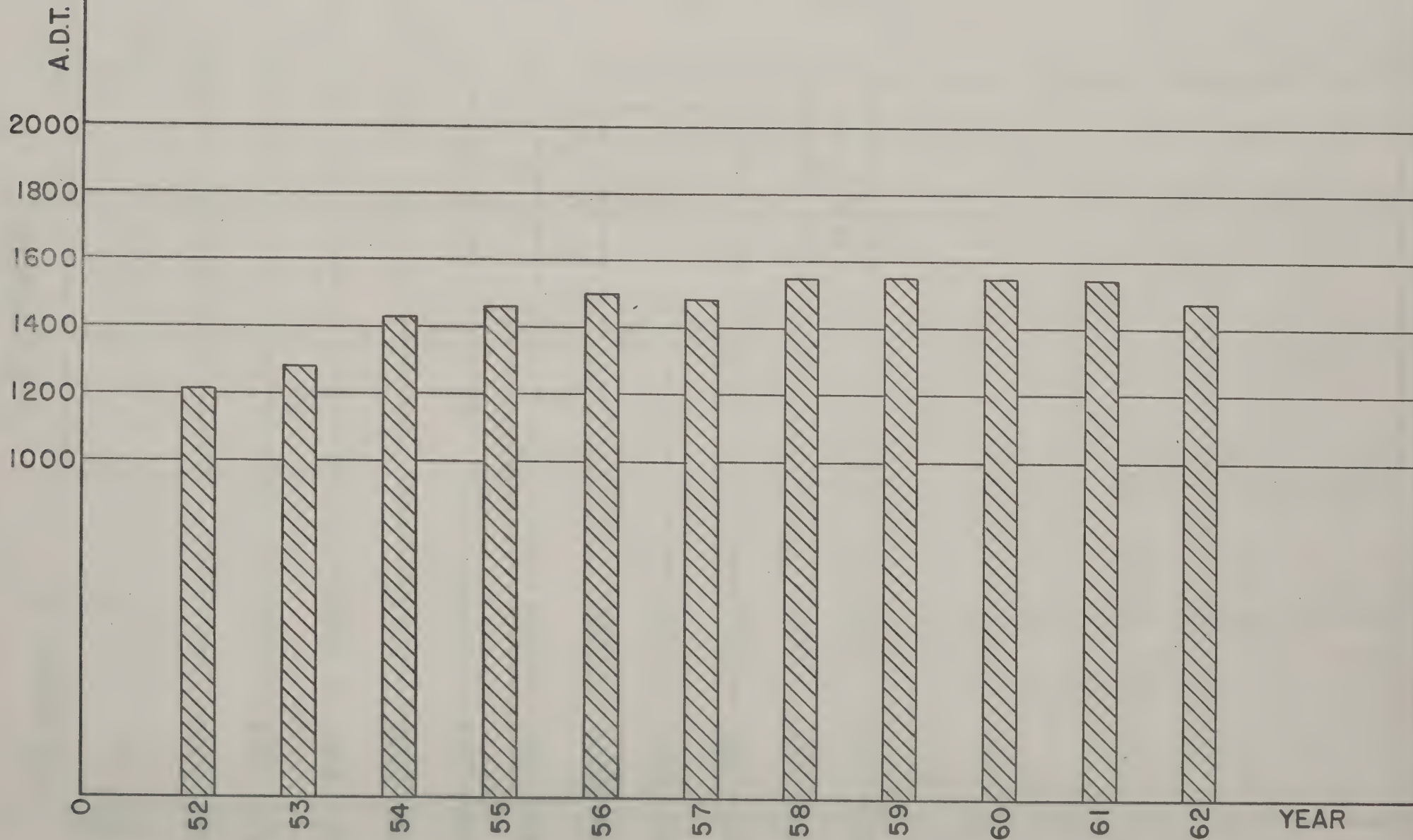


# AADT FOR NEW JERSEY FEDERAL AID PRIMARY SYSTEM





# ADT. FOR NEW JERSEY LOCAL ROADS





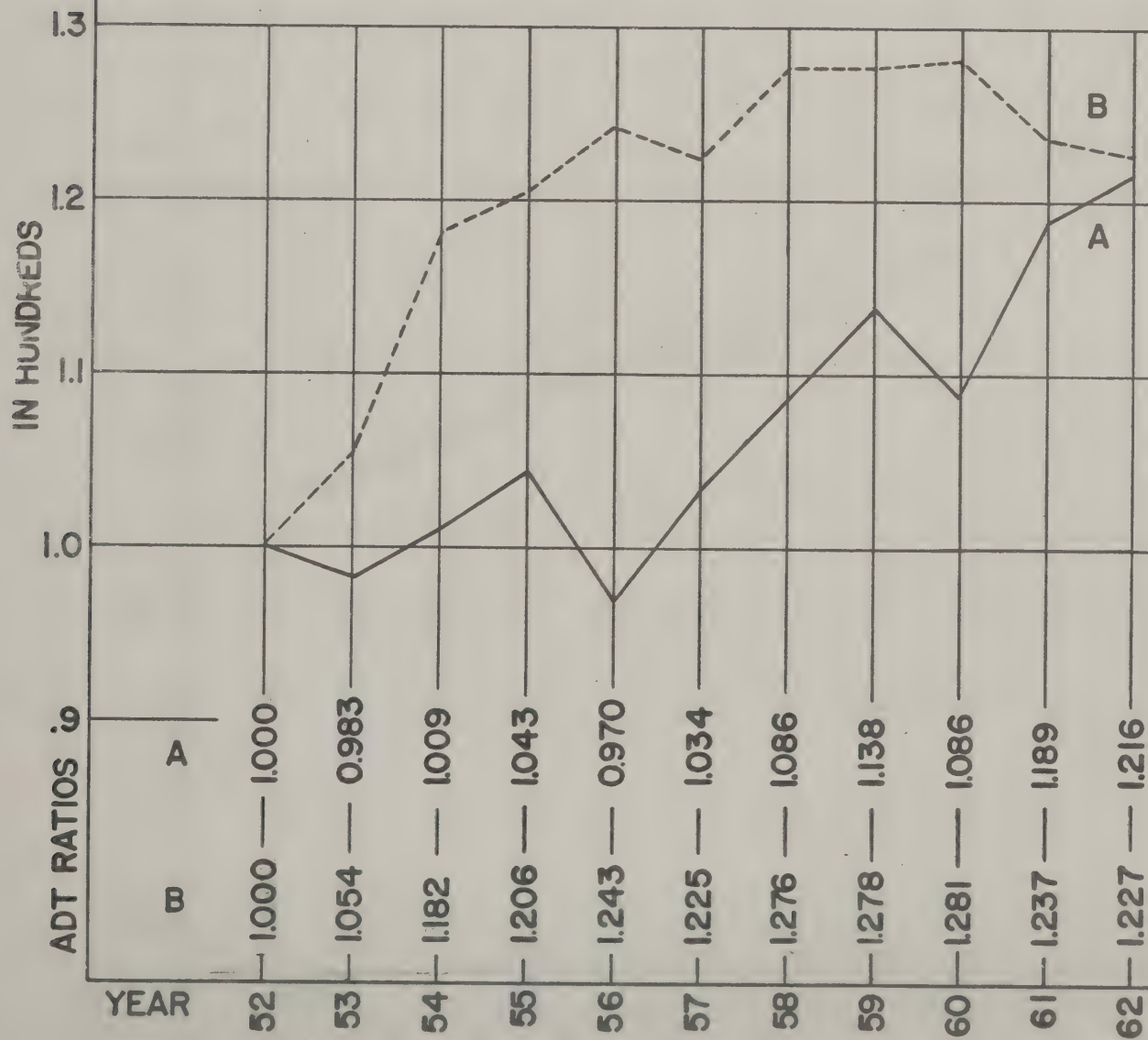


A- FEDERAL AND PRIMARY SYSTEM

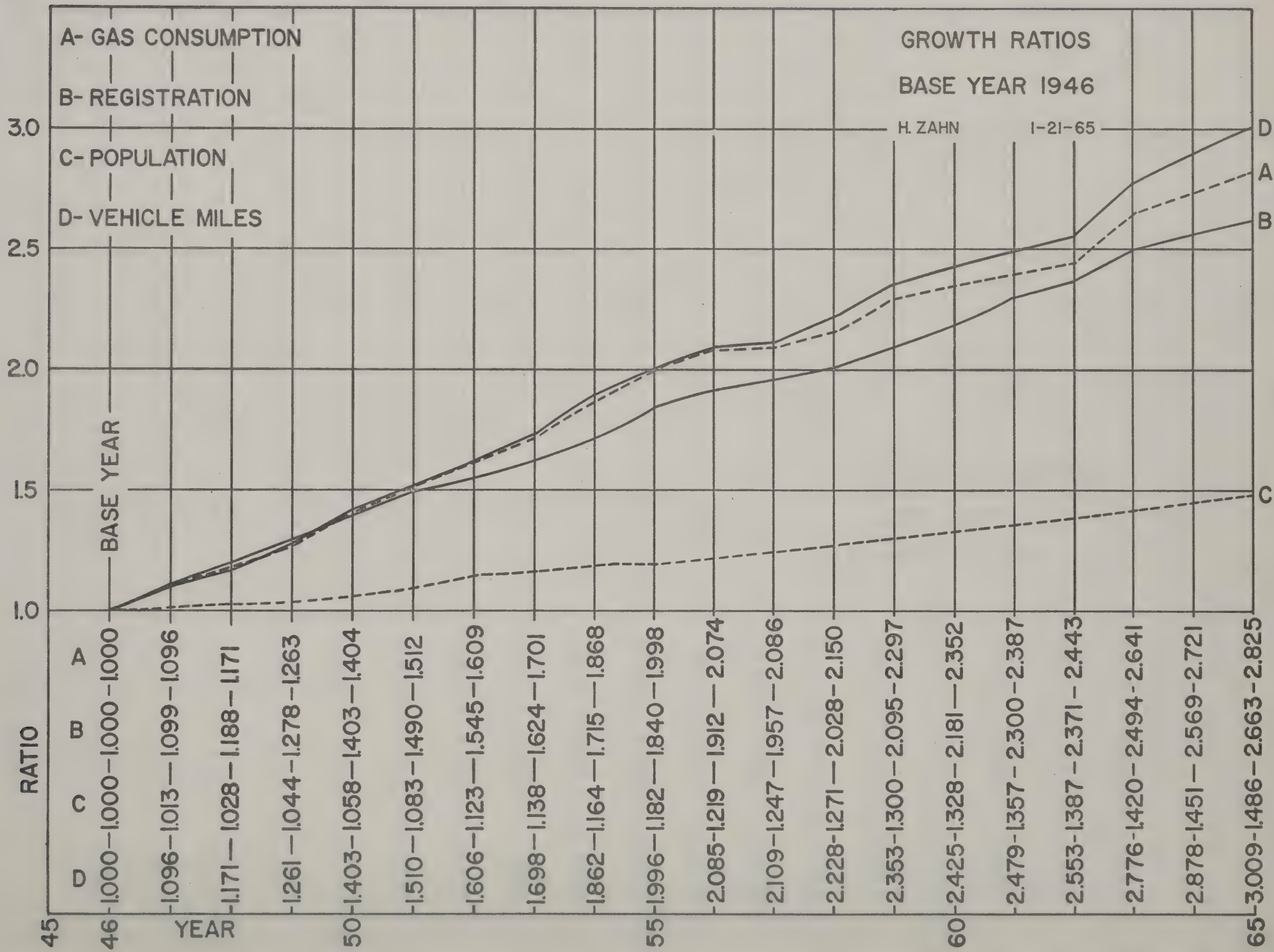
B- LOCAL ROADS

AADT RATIOS

1952 BASE YEAR

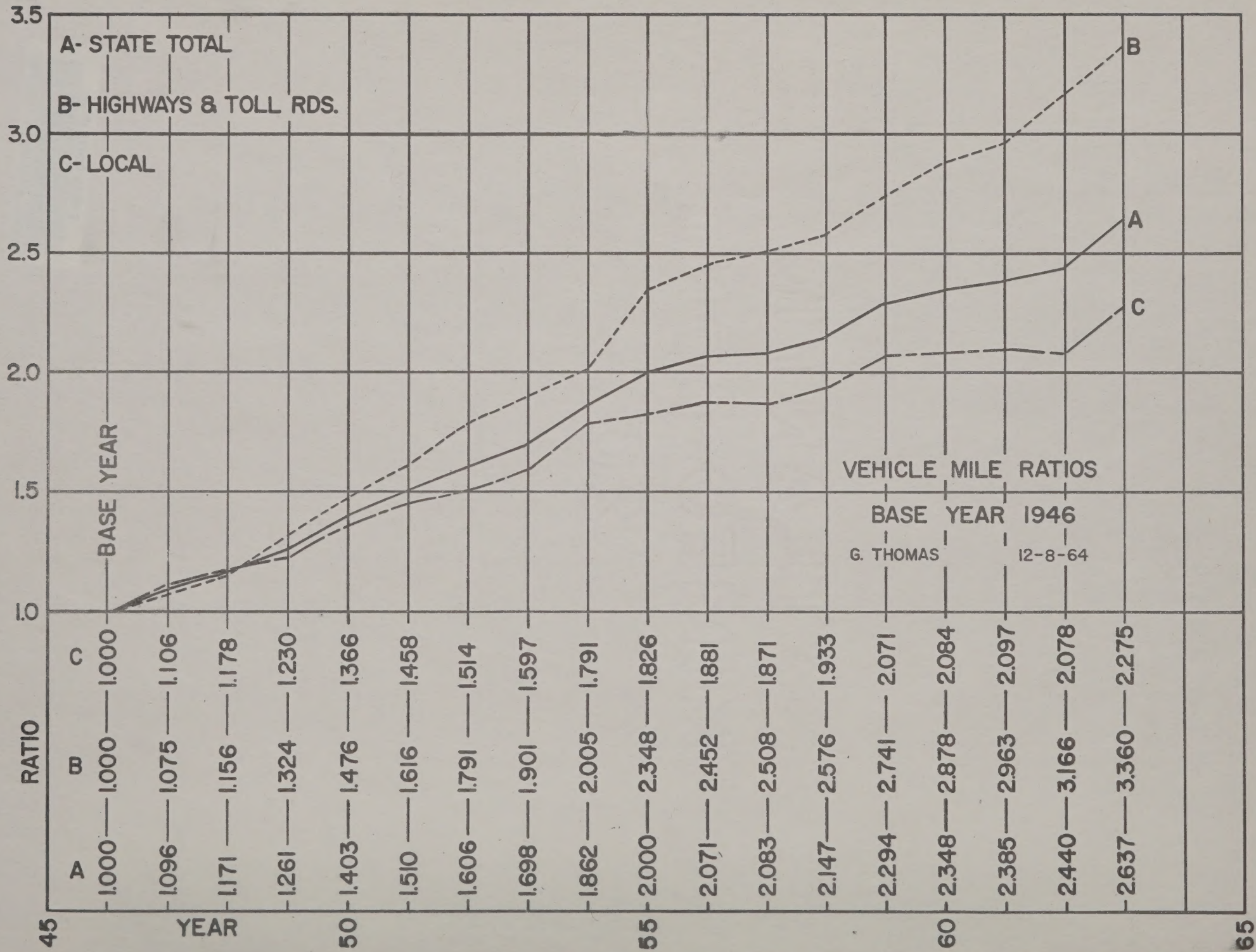


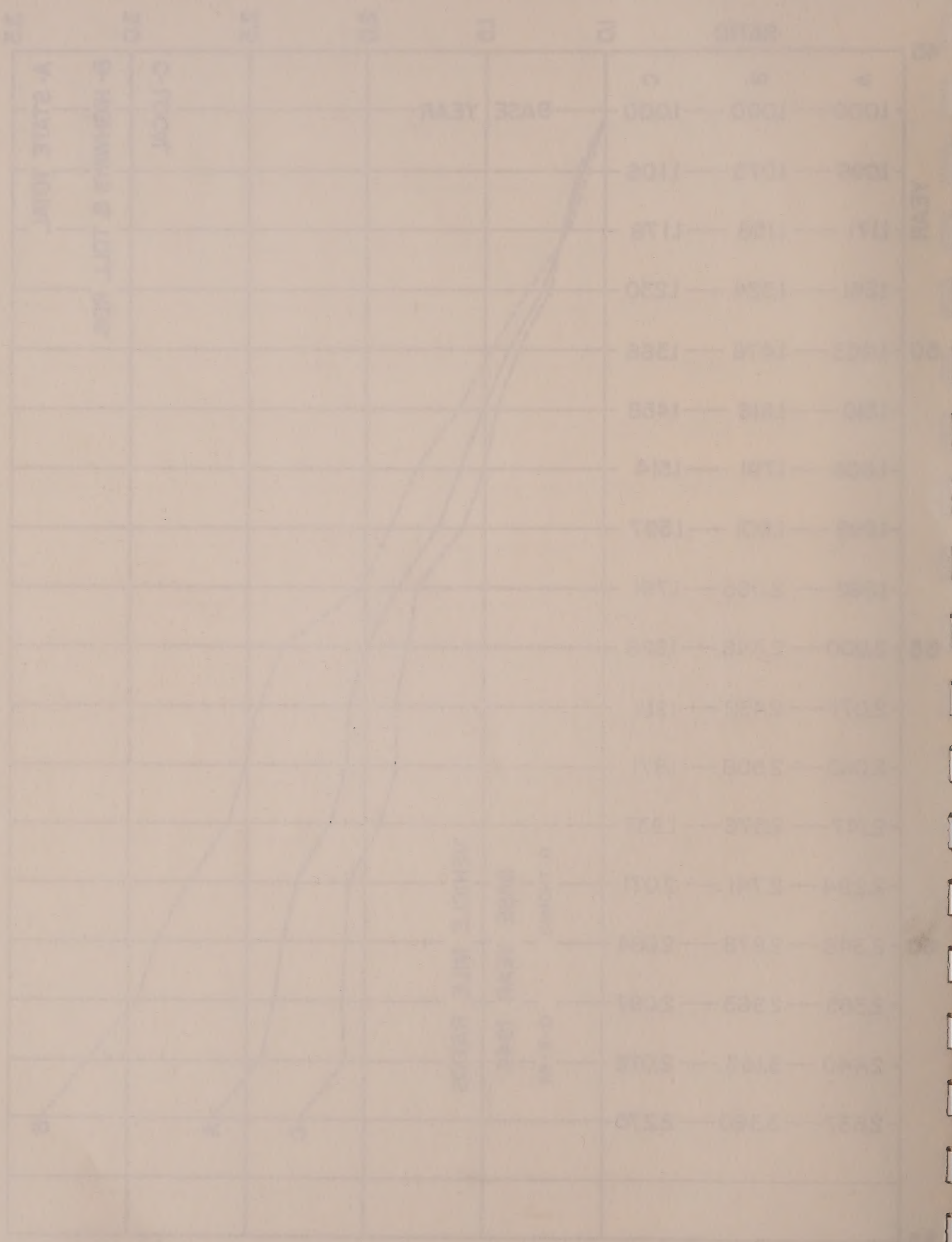






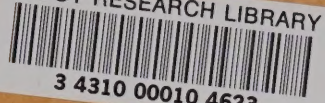








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